## HEADQUARTERS 2ND OPERATIONAL TRAINING UNIT FERRYING DIVISION, AIR TRANSPORT COMMAND HOMESTEAD ARMY AIR FIELD, HOMESTEAD, FLORIDA

## PRECISION LOW APPROACH CHECK

		DATE 8/12/4	ł Ji
RANGE	DHO	TIME 210	
TYPE AIRCRAFT	B-24	GRADE 88	

WEATHER:

-		Value	I malanana	A1 mx	DIDUG TO	-
		Agrae	Tolerance Allowed	Prescribed	TUDES	Grade
1.	Initial approach altitude	2	100	3000	3050-2940	2
2.	Beam bracketing and holding Initial approach heading	2	3 brkts 10°	270	275-265	2
<u>3.</u>	Detected station, initial	_4_				4
4.	Rate of descent	2	200 1/Min	500	500_700	2
<u>5.</u>	Altitude prior to turn	2	501	2500	2450-2550	2
6.	Airspeed	2	5 APH	150	145-150	2
7.	Frocedure burn, headings	2	5°	222/42	222/42	2
8.	Altitude, procedure turn	2	501	2500	2550-2450	2
9.	Airspeed during turn	2	5 1PH	150	150-160	1
10.	Rate of descent	2	2001/75n	500	300-500	2
11.	Altitude, return to station Bracketing and riding beam	5*	O! 3brkts	2000	1900-2000	0
12.	Return to station heading	_5	50	88	80-90	4
<u>13.</u>	Airspeed	2	5_MPH	150	150_160	1
	Detected station, final	8%		Mag		6
15.	Altitude over station	8%	01	2000	2000	8
	Rate of descent	_4_	100'/min.	500	400-500	4
	Airspeed	4%	5 lPH	150	150_160	6
•	Heading, station to field	8*	50	88		8
	Timing, station to field	8%	. 5 sec.	1:48	1:55	Ţi
20.	Altitude over field	10%	01	1500	1500	10
21.	Pull out	-1+				14
22.	Signal volume and reaction	4-+				4
23.	Knowledge of procedure	8			\$ 6.	g

REMARKS: Turned to heading of the beam of procedure turn without getting back

on beam, but was able to get a brush. The flight was well planned.

Control of the Contro		1711.1.1		
RANGE	DHO	مندة لارت	2100	
the same of the sa				
TYPE ATRORAGE	B-24	CDADE	gg.	
		GRADE	00	

WEATHER:

WEATHER:						
	Value	Tolerance	ALTI	TUDES		
		All.owed	Prescribed	Flown		Grade
1. Initial approach altitude		200	7000	7050	- Olio	
Beam bracketing and holding	2_	100 3 brkts	3000	3050-	2940	2
2. Initial approach heading	2	100	270	275-2	65	2
			210	-17-6		
3. Detected station, initial	4					4
•						
4. Rate of descent	2	200'/Min	500	500-7	po	2
5 Altitude main to 1			2500	مارح	2550	
5. Altitude prior to turn	2	501	2500	2450-	2550	2
6. Airspeed	2	5 1PH	150	145-i	50 50	2
		7 . 3. 11				
7. Frocedure burn, headings	2	50	222/42	222/4	2	2
A7111						
8. Altitude, procedure turn	2	501	2500	2550-	2450	2
9. Airspeed during turn	_	C 1777	150	150-1	60	-
9. Airspeed during turn	2	5 IPH	300	- 70-2		1
10. Rate of descent	2	2001/25	500	300-5	00	2
· COOOTIO		2001/16in	-			
11. Altitude, return to station Bracketing and riding beam	5%	01	2000	1900_	2000	0
Bracketing and riding beam		3brkts	gg	90.00	-36-4-4	1.
12. Return to station heading	5	50	00	80-90	-	4
13. Airspeed	2	C MOU	150	150-1	60	1
	- &	5 MPH			-	
14. Detected station, final	8#					6
15 Altitude even state	av		-000			
15. Altitude over station	8%	01	2000	2000		8
16. Rate of descent	4	100 1/min.	500	400-50	20	4
40000.10	4	100./11111	700	100-9		
17. Airspeed	4%	5 LPH	150	150_1	60	6
10 martines to the second						
18. Heading, station to field	8*	50	88			8
19. Timing, station to field	av.	_	7.110			
Target of the to the transfer of the transfer	8*	. 5 sec.	1:48	1:55		Ţi
20. Altitude over field	10%	01	1500	1500		10
				+	===	10
21. Pull out	1.			Ì		4
22 05-0-2 2						-,-
22. Signal volume and reaction	4					_4_
23. Knowledge of procedure	8			3	<b>3</b>	g
	U					0

													-			
REMARKS:	Tu	rned	to	headin	g	of t	he	beam	of	proc	cedure	turn	witho	ut e	getting	back
on	beam,	but	was	able	to	get	a	brush	1.	The	flight	was	well	plar	ned.	

Grading instructions on reverse side.

WILLIAM R. WHITE, Captain, CHECK PILOT

## GRADING:

l point off for each 20' or 5° or 5 MPH or 100'/min.

#11 2 off each additional 201.

#14 8 for cone; 6 for partial cone; 4 no cone detect station.

#15 2 off each additional 201.

#17 2 off each additional 5 MPH.

#18 4 off each additional 50.

#19 4 off each 5 sec. over or short.

20. 4 off first and second 201; 2 off third 201.

## FINAL REPORTS PEROTS

PILO	OT Gardner, Jack H. RANK 7	/Lt_ ASN_	0_500471	
*Grou	und School completed	DATE: 8/12 Instructor's Grade Pi	DATE: g/12/W Check Pilot's Grade	
1.	Visual Inspection and cockpit check.	В	B 4	
2.	Starting, Taxii, and Run-up.	В	B 4	
3.	Take-off and climb.	В	B #	
4.	Approach and landings.	В	B 4	
5.	One or more engines inoperative. Approach and land.	В	В	
6.×	Complete Instrument Check (AAF 50-3):	) 		
	a. Instrument Take-off.	: ; B	B #	
	b. Approach on predetermined heading.	! 04	В	
	c. Loop crientation and let down.	B <i>‡</i>	В	
	d. Range orientation and let down (Precision check).	В	B	
	e. Instruments w/one engine inoperativ	е. В	B 4	
<u>7.</u>	General knowledge of equipment.	В	В	
8.	Emergency procedures and equipment.	В	В	
9.	Weight and Balance and Power Charts.	В	B .	
10.	Radio Navig., Radio Fixes, D.R. Navig.	В	В	
<del>۔۔۔</del>	FINAL GRADE	В	В	
REM	ARKS: Pilot came here with a below av	erage knowleds	e of instrumer	its,
	but tried hard all way through course a	nd improvement	was steady to	rning
	out to be average pilot on instrument w	ork. PJH		
	Lt. Gardner tries very hard and does an	average job	of flying. He	has a good
	knowledge of procedures and plans his f	lights well,		
Z		WRW		
ATO	DIEDITICS: AIRLINE FIRST PILOT	Mill	an PM	the
PHI	RY J. HODGKINS, Capt.  (Astructor /		R. WHITE, Car bleck Pilot	t.
T	my & Hodghins			

1. Visual Inspection and cockpit check.	В	B 4					
2. Starting, Taxii, and Run-up.	B !	B .4					
3. Take-off and climb.	В	B. <del>/</del>					
4. Approach and landings.	В	B #					
5. One or more engines inoperative.  Approach and land.	В	B					
6. * Complete Instrument Check (AAF 50-3):	·						
a. Instrument Take-off.	3	B #					
b. Approach on predetermined heading.	c +	В	i				
c. Loop crientation and let down.	B ±	В					
d. Range orientation and let down (Precision check).	В	В					
e. Instruments w/ome engine inoperative	ve. В	B <u>/</u>					
7. General knowledge of equipment.	В	В					
8. Emergency procedures and equipment.	B	В					
9. Weight and Balance and Power Charts.	В	B .					
10. Radio Navig., Radio Fixes, D.R. Navig.	В	В					
FINAL GRADE	B	В					
REMARKS: Pilot came here with a below a	verage knowled	ge of instrum	ents,				
but tried hard all way through course	and improvement	t was steady	turning				
out to be average pilot on instrument	work. PJH						
Lt. Gardner tries very hard and does a	n average job	of flying. H	e has a good				
knowledge of procedures and plans his	flights well.						
	WRW						
RECOLUDATIONS: AIRLINE FIRST PILOT	Mill	P WITTER	Lite:				
PERRY J. HODGKINS, Capt.  Check Filot  First Hodghins							
GRADES:  A - Above average							